





# Today's Advertisements.

## VICTORIA PRECEPTORY AND PRIORY.

AN EMERGENCY MEETING OF THE VICTORIA PRECEPTORY will be held at the FREEMASONS' HALL, on FRIDAY, the 16th instant, at 5 for 5.30 p.m. precisely. Visiting Sir Knights are cordially invited to attend.

Hongkong, 13th March, 1900. [323b]

## THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON.

THE Company's Steamship

"TEENKAI."

D. Davies, Commander, will be despatched as above TO-MORROW, the 14th instant, at 4 p.m.

For Freight, &c., apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 13th March, 1900. [138b]

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCOW.

THE Company's Steamship

"HAITAN."

Captain Roach, will be despatched for the above Ports, on THURSDAY, the 15th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LARRAK & Co., General Managers.

Hongkong, 13th March, 1900. [324b]

## CHINA NAVIGATION COMPANY, LIMITED.

FOR SWATOW AND TIENTSIN.

THE Company's Steamship

"KWEIYANG."

Captain Outerbridge, will be despatched as above on FRIDAY, the 16th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 13th March, 1900. [293b]

## CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"PAKHAI."

Captain Williams, will be despatched as above on SATURDAY, the 17th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 13th March, 1900. [325b]

## FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"ARRATOON APCAR."

Captain E. Fey, will be despatched for the above Ports, on TUESDAY, the 20th instant, at 3 p.m.

For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents.

Hongkong, 13th March, 1900. [326b]

## NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"ARRATOON APCAR."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once.

Cargo remaining on board after the 15th instant, at 4 p.m., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by DAVID SASSOON, SONS & Co., Agents.

Hongkong, 13th March, 1900. [327b]

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, Fiume, PORT SAID, ADEN, KARACHI, BOMBAY, COLOMBO, PENANG & SINGAPORE.

THE Steamship

"MELPOMENE."

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

This vessel brings Cargo—

From Trieste, ex S.S. *Assisimiliano* & *Carlotto* transhipped at Trieste.

Optional Cargo will be discharged here.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the office of the Undersigned before Noon on the 17th instant, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 17th instant, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

Hongkong, 13th March, 1900. [328b]

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM KOBE.

THE Steamship

"FRANZ FERDINAND."

having arrived Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the office of the Undersigned before Noon on the 20th instant, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 20th instant, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

Hongkong, 13th March, 1900. [328b]

# Today's Advertisement.

## PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by PUBLIC AUCTION, on

TUESDAY, the 20th March, 1900,

at 2.30 p.m.,

at the Residence of the late Mr. D. NORONHA,

No. 5 & 7, Zealand Street,

THE WHOLE OF THE

HOUSEHOLD FURNITURE, &c.

Mostly Hall and Hall and Maribuck's Makes.

Comprising:—

TAPESTRY with PLUSH COVERED

DRAWING ROOM SUITE.

CHIMNEY MIRRORS, CONSOLE

GLASSES, STEEL ENGRAVINGS, OIL

PAINTINGS, MANTEL-PIECE CLOCK,

OLD CURIOS and ORNAMENTS.

BRUSSELS' CARPETS and RUGS,

TAPESTRY and LACE WINDOW

CURTAINS.

EXTENSION DINING TABLE, SIDE-

BOARD with GLASS BACK, DINNER

WAGGONS, CHEFONER, WHATNOTS,

GLASS CASE, TEAKWOOD ARMCHAIRS,

and MOROCCO COVERED CHAIRS.

HANDSOME SILVER and PLATED

WARE.

DINNER and DESSERT SERVICES and

GLASSWARE.

IRON BEDSTEAD, WARDROBES with

GLASS DOORS, BUREAU with GLASS

and MARBLE TOP WASHSTAND.

Valuable BOOKS.

One Grand PIANO, by Lunau Lubeck.

ALSO:

A GOLD WATCH, by McCabe, London.

A Valuable DIAMONTE.

SCARF PINS, GOLD SPECULUMS, &c.

Catalogues will be issued and the whole to be

on view on and after Monday, the 19th instant.

TERMS OF SALE:—As customary.

V. L. REMEDIOS,

Auctioneer.

Hongkong, 13th March, 1900. [328b]

## Intimation.

A. S. WATSON & Co.,

LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

## SCOTCH WHISKY.

A.—THORNE'S BLEND, Per case

of 1 dozen, White

Capsule ..... \$10.80

B.—WATSON'S GLENORCHY

MELLOW BLEND, Blue

Capsule, with Name

and Trade Mark ..... 10.80

C.—WATSON'S ABERDEEN

GLENLIVET, Red Cap-

sule, with name and

Trade Mark ..... 12.00

D.—WATSON'S H.K.D. BLEND

OF THE FINEST SCOTCH

MALT WHISKIES, Vio-

let Capsule ..... 14.40

E.—WATSON'S VERY OLD LI-

QUEUR SCOTCH WHISKY.

Gold Capsule ..... 15.00

THORNE'S BLEND and WATSON'S

GLENORCHY are high class Soda

Whiskies, of greater age than most

brands in the market.

ABERDEEN GLENLIVET is a very old

Petty Whisky, (smoky) and could not

now be replaced in stock at the price.

D is well known for its fine

flavour.

E is of superb quality and pro-

nounced by leading local commis-

sioners to be the best brand in the

Hongkong market.

Small quantities are supplied at

proportionate wholesale rates.

A. S. WATSON & CO., LIMITED,

QUEEN'S ROAD CENTRAL.

The Hongkong Telegraph

HONGKONG, TUESDAY, MARCH 13, 1900.

## REUTER'S TELEGRAMS.

THE WAR.

Lord Kitchener.

LONDON, March 10th.

General Kitchener is at Victoria Road,

organising an advance of troops to the

rebellious districts in Griqualand.

Jamestown Occupied.

General Brabant has occupied Jamestown.

Peace Reports.

Various peace reports are current, the Re-

publics insisting on independence. Nothing

definite has transpired and little is expected

to come from them.

The Hero of Ladysmith.

General White met with a splendid recep-

tion at Maritzburg. He is weak and feverish.

Boers Entrenching.

The Boers are entrenching near Biggars-

burg, guarding the Western passes of the

Makensburg.

THE WAR LOAN.

LONDON, March 11th.

The war loan is already thrice covered;

offers were received from the United States

to take the whole of it.

## THE WAR.

Cape Colony.

General Brabant is advancing on Aliwal

North.

## Operations in the Free State.

General Broadwood's brigade, while advan-

cing on Bloemfontein yesterday, unexpected-

ly found the enemy in a strong position on

Koppies at Bredafontein. General Kelly-

Kenny's division arriving, sharp fighting

occurred. The Cavalry turned the position

and the Boers were dislodged from the

centre Koppies, but tenaciously clung to the

rest. Forty Boers were captured and a num-

ber killed. The force is moving forward to-

day.

## The Fighting.

Lord Roberts, writing from Bredafontein

11th inst., says that the brunt of the fighting

yesterday fell on General Kelly-Kenny's

division, the Welsh and Essex regiments

dislodging the Boers from two strong positions

at the point of the bayonet. The Boers

suffered heavily, leaving 102 dead on the

field and losing 20 prisoners. Lord Roberts

has again telegraphed to the Presidents

complaining of the abuse of the White flag

and the use of explosive bullets.

## WEATHER REPORT.

The Observatory report says—

On the 13th at 11.55 a.m. the barometer has

fallen very rapidly on the E. coast of China,

owing to a depression which seems to be moving

Eastwards in Shantung. Gradients slight, ex-

cept in the North, with the monsoon temporarily

interrupted on the whole of the China coast.

FORECAST:—Varying winds, light; fair.

## LOCAL AND GENERAL.

THE return showing the number of cases of

communicable disease reported in the colony

during the week ending 10th March shows that

there has been one case only, and that a case of

small-pox, in the harbour. This was imported

from Singapore.

THE repeat concert given by the Royal En-

gineers Variety Club took place last night, being

again an unqualified success. A goodly num-

ber of officers were present among the audi-

ence. The choruses being better known than

on Saturday were taken up freely by those in

the body of the theatre, the whole performance

passing off, if possible, better than on the

previous occasion. The Club are to be com-

plimented on having added another to their

already lengthy list of successes.

THE gunnery expert to the Engineer gives an

idea of what can be practically done at sea, in

some results of target practice which are given.

The conditions of firing are that each gun's

crew has three minutes to score what they can

at chosen ranges, beginning at 2,200 yards,

diminishing to 1,600 and finally increasing to

2,200 yards again. In H.M.S. *Blake* the best gun's

crew fired 18 rounds, hitting the target 15 times,

while the total number of the rounds fired by

the guns was 148, the target being hit 110 times.

H.M.S. *Royal Arthur* did nearly as well, the

best gun having fired 18 rounds, striking the

target 14 times.

THE following appointments have been made

at the Admiralty, February 23rd and



Charles Warren was beginning his Reconnaissance expedition, Colonel C. E. Luard, commanding the Royal Engineers in Natal, proposed to Sir Baker Russell, commanding the cavalry in Natal, that a survey should be quickly made of the passes leading into the Orange Free State. Sir Baker Russell agreed; the officer commanding the troops in Natal concurred, and sent to the General in Cape Town for leave. The last-named, General Sir Leicester Smyth, telegraphed a refusal.

"We have," he said, "the most ample reports and sketches of all the Drakensberg passes into the Free State. They were made by Gough and others during the Boer war."

Colonel Luard then asked the Chief of the Staff at Cape Town for a perusal of the above-mentioned reports, &c., and received the following reply:—

"There are no papers in the archives of the Head-Quarters Office at Cape Town about the passes from Natal into the Free State. I should say you would be able to get the information up your way."

Colonel Luard replied that the General knew where the papers were, and asked for them to be sent. He received the following answer:—

"I asked the General about these matters; he has asked me to write desiring you not to move in the matter, as on political grounds it is undesirable this should be done at this juncture of affairs."

Our correspondent adds:—"And so it ended; but if we had been permitted to carry out our projected expedition, I make no doubt that we should not have returned without a mass of information about much of that rough country on the Natal side of the Drakensberg which (if published) would have been very valuable now. As we may have to look forward sooner or later to heavy fighting in and about the passes of the Drakensberg, it may not yet be too late (if it has not yet been done) to produce and distribute to many of our officers copies of the reports and sketches of that district, which may be of such immense value to them and to others under them."

#### Honours for the Battle of Colenso.

The London Gazette announces that the Queen has been graciously pleased to signify her intention to confer the decoration of the Victoria Cross on the undermentioned officers and non-commissioned officers, whose claims have been submitted for Her Majesty's approval, for their conspicuous bravery at the battle of Colenso, as stated against their names:—

Name and Rank. Act of Courage for which Recommended.

Captain W. N. A. Colenso on December 15th, 1899, the detachments serving the guns of the 14th and 16th (The Buffs) Batteries, Royal Field Artillery, had all been either killed, wounded, or driven from their guns by infantry fire at close range, and the guns were deserted.

About 300 yards behind the guns was a donga in which some of the few horses and drivers left alive were sheltered. The intervening space was swept with shell and rifle fire.

Captain Congreve, Rifle Brigade, who was in the donga, assisted to hook a team onto a limber, went out, and assisted to limber up a gun. Being wounded, he took shelter; but, seeing Lieutenant Roberts fall, badly wounded, he went out again and brought him in. Captain Congreve was shot through the leg, through the toe of his boot, grazed on the elbow and the shoulder, and his horse shot in three places.

Lieutenant the Hon. F. H. S. Roberts (since deceased) the King's Royal Rifle Corps.

Corporal G. E. Nurse, 66th Battery Royal Field Artillery.

Captain H. L. Reed, 7th Battery, Royal Field Artillery.

The Gazette also states that the Queen has been graciously pleased to approve the grant of the medal for Distinguished Conduct in the Field to the undermentioned soldiers in recognition of their services at the battle of Colenso:—

ROYAL ARTILLERY.

Corporal A. Clark. Driver W. Robertson.  
Corporal R. J. Money. Driver W. Wright.  
Acting Bombardier J. H. Reeve. Driver A. C. Hawkins.  
Driver H. Taylor. Driver J. P. Lennox.  
Driver H. G. Young. Driver A. Nugent.  
Driver J. E. Pettis. Driver J. Warden.  
Driver G. Rickall. Driver A. Felton.  
Driver E. W. Lucas. Driver I. Musgrove.  
Driver F. Williams. Driver W. W. Ayles.  
Driver C. J. Woodward.

#### THE "OPEN DOOR" TO CHINA.

There is no mistaking the purport of the recent dispatches emanating from the State Department at Washington in regard to China and to the success of this Government in forwarding the liberal commercial policy described by the expressive phrase of the "open door." There have been significant indications in this direction for some time, with hints that the European Powers were reluctant to enter into formal concessions on the subject of trade relations with the Celestial Empire. This difficulty now appears to have been overcome. It is further intimated in one of the dispatches that a forthcoming message of President McKinley to Congress will lay before the country all the official information that exists on this important negotiation.

So far as this country is concerned the policy of the "open door" comes as a natural sequence of the policy of expansion. The opening of China, with its resources, to the world's trade is alone in question, but the movement must have a potential influence on all countries (including our own) which have hitherto pursued a policy of exclusion. President McKinley has hinted that the course which has been foreshadowed in regard to China will be pursued with reference to the Philippines. There would be a glaring inconsistency in leading the march for an "open door" to and from the Chinese dominions and at the same time insisting upon excluding our Eastern archipelago from the world's trade on equal terms.

What is astonishing to Free Traders in this revolutionary movement for commercial free-

dom is to find at the head of it the father of the McKinley tariff, whose whole claim to the Presidential nomination in 1896 was due to his championship of extreme Protection. What is still more astonishing is the docility with which the party of Protection appears to follow him. It seems but yesterday when the agitator, filled with the insensate cries of the protectionists, and when the columns of Protectionist organs teemed with false statistics presented in denunciation of a mild and diffident effort in the Wilson tariff to loosen some of the restraints upon trade. The "yellow terror" caused by the Wilson tariff has scarcely disappeared when the leaders of the party of the Dingley act come forward as the advocates of the "open door" to commerce with the East!

It is not possible for the Republican champions of this movement to disguise from themselves that the "open door" policy must bring the United States to a speedy adoption of the policy of Free Trade. They must perceive that this country cannot persistently demand that other countries be opened to trade and keep its own bolted and barred with tariffs. Even the beneficiaries of the Dingley act, who have hoped for a long reign of spoliation, see this as well as the Protectionist doctrinaires; and they may be expected to make what resistance they can to the movement. But they will struggle in vain against the expansion sentiment that has taken hold of the Republican party and its Administration. As for the party leaders, they were Protectionists as politicians, and under a change of conditions it will be an easy matter for them to drop the Dingley tariff, now that it is so rapidly growing in disfavor with the masses of the people. At the same time it must be said for the people that whatever may be their lingering predilections for a policy which has contributed to so many party victories (with some defeats), they are unable to resist the pressure which is drawing the United States into a path that inevitably leads to Free Trade.—*Pu. Record.*

#### THE NAVY AND PREPARATIONS FOR WAR.

In the course of a leading article under the above heading, the Times of 8th February says:—

"We want our fleets to be ready in all respects to take and keep the sea the moment war is declared and to retain their utmost mobility and efficiency until the enemy is encountered and defeated. They cannot do so if they are to wait until the auxiliaries are improvised on which their mobility and efficiency depend. It is worth while considering, too, whether there is any other form of preparation in which we are less efficient than we might be. We have heard a good deal of late of shore training for seamen, and we have perhaps heard a little too much of the scientific and purely theoretic study of the problems of modern war. Are our officers enough at sea, are they adequately trained by tactical experience to make the very most of that 'infernal mobility' which belongs to a modern fleet? Nelson went into action at Trafalgar fully and completely equipped with Blackwood on the quarterdeck of the Victory. Captain Mahan tells us that Lord Howe on the First of June, after three days' manoeuvring, shut the signalbook before the action began 'with an air of satisfaction as though his work as an admiral was done.' Nowadays an admiral may see the smoke of his enemy's fleet on the horizon at one moment, and in less than half an hour may be in the thick of the fight. Have we sufficiently considered the momentous significance of this contrast, how exacting must be the strain which modern war at sea imposes on the nerve, efficiency, and endurance of admirals and captains, how terrible may be the consequences of a wrong turn given to the helm or a signal tardily obeyed in the swift approach of hostile fleets to battle? Are we satisfied that the system of rigid promotion by seniority in the upper ranks of the Navy assures the greatest efficiency and physical as well as intellectual energy in the crucial hour of emergency? Have we ever taken sufficient pains to temper it, as such a system ought to be tempered, by a scrupulous and unbiased selection of the best men, irrespective of seniority, for important commands afloat? These are the things which make for victory at sea, and these are the elements of preparation which neither material nor even general alone can guarantee without adequate foresight, forethought, and practice afloat. Have the Admiralty considered these things, and have they fully provided for them? The country will do well to ask such questions betimes and to insist that the answers given are precise, categorical, and unequivocal. We shall then know exactly who ought to be hanged should war come suddenly and find us unprepared."

#### THE ROBBERY AT PARR'S BANK.

A rather startling discovery was made yesterday at the head office of Parr's Bank (Limited), in Batholomew-lane, when the pass-book box was cleared. One of the books, which presented a somewhat bulky appearance, was seen on being opened to be *minus* the greater part of its leaves, which, in fact, had been torn out. On an examination of the contents of the cheque pocket it was found to contain Bank of England notes amounting to £19,400, which were at once recognized as forming part of the notes that were stolen to the amount of £60,600 on January 23 last year. The robbery caused a great sensation at the time, and various circumstances occurred almost immediately after the theft giving rise to the suspicion that the culprit was one of the employees of the bank; and it may be added that nothing has since occurred to remove this suspicion. Little doubt was entertained that the notes would be recovered, all the numbers being known and the notes being principally for £1,000 and £500 each—amounts which rendered them practically not negotiable, and certainly not in any ordinary manner.

Three days after the robbery the half-yearly general meeting of the bank was held when an unusual large number of the shareholders attended to hear what might have to be stated with reference to the theft, and an almost dramatic incident occurred. The chairman had resumed his seat at the close of his remarks in moving the adoption of the report, having explained, as far as he could, the circumstances connected with the robbery, but he immediately afterwards rose and, amid a scene of great excitement, announced that he had just been informed that £40,000 of the notes had at that moment been returned to the bank through the post. Since then every effort has been made to trace the outstanding notes, the numbers of which have been frequently advertised, with a reward being offered for their recovery. Only a few of them, however, were presented, and some of these have been the subject of legal proceedings. With the "voluntary" return yesterday of £19,400, making in all £59,000 thus restored, the whole of the stolen notes are now accounted for with the exception of £205. It may be added that one of the notes for £100 was recovered only a few days ago. An effort was made to dispose of it in the purchase of a ring, but the customer seeing that the note was being closely examined, hurriedly left the shop. The bank was then communicated with, and the note was restored.—*Times.*

#### MR. JOSEPH WALTON, M.P., ON THE FAR EAST.

Reuters representative has had an interview with Mr. Joseph Walton, M.P. for Barnsley, who has just (8th February) returned to London after an extended tour in China, Japan, Corea, Indo-China, and India. He travelled over 3,000 miles on the inland waterways of China, including 1,600 miles up the Yang-tse-kiang. Mr. Walton said:—

In Japan I had interviews with the Marquis Ito, Count Okuma, Viscount Aoki, and other leading statesmen. I found on their part a unanimous desire for greater co-operation between Great Britain and Japan in the Far East. They all expressed the strongest determination, even though it should bring about war, to prevent Russian aggression in Corea, which they would on no account permit. This is not to be wondered at, seeing that with so limited an area of cultivable land, and with a population increasing at the rate of half-a-million annually, it is absolutely essential for Japan to extend her territory. For many reasons, the natural outlet for the excess population of Japan is Corea. In Corea I found Russian agents, official and otherwise, busily at work at Seoul and elsewhere. They are quietly but surely extending Russian influence there, and form what I have seen and heard, I regard it as quite probable that a collision will take place between Russia and Japan with regard to that country.

One of the best-informed men in China expressed the opinion that before many months elapsed this would come about. In support of the view that some such danger may be impending, I would point out that the Russians have made Port Arthur practically impregnable. By the construction of new fortifications they have almost encircled the town, and I had it on what may be regarded as official authority that there are no fewer than 40,000 Russian troops in and around Port Arthur and Tientsin. In Manchuria, I made an excursion along the Russian railway from Niuchwang. I found that there is really a military occupation of the country, and that soldiers are to be found at every station. At Peking I saw Prince Ching, President of the Tsung-li Yamen, Li Hung Chang, and others. As a result of interviews with some of the best-informed British residents, I gathered that in their opinion a great mistake was made in allowing the setting aside of the Emperor last year, thereby giving greater controlling power to the pro-Russian Dowager-Empress. In Peking I found that, whereas our influence was paramount four years ago, to-day, owing to a policy of drift and surrender, it counts for nothing. The great Viceroy of Nanking, among others, told me emphatically that they regarded England as the friend of China, but that they had been bitterly disappointed, having looked to her in vain for support against the aggression of other Powers.

Speaking of his journey up the Yang-tse, Mr. Walton said:—

I travelled 1,600 miles up the Yang-tse to Chungking. For the first thousand miles I went up by steamer and then by Chinese horseboat up the rapids and gorges of the Yang-tse, only accomplishing seventy miles in nine days. Then I was met by Mr. Archibald Little's launch, in which in the same period I travelled 350 miles. The last 400 miles was through shoal water, the objective of the British Naval and Upper Yang-tse railway.

On both sides of the river, which at Chungking I found to be three-quarters of a mile wide at low water, the country was cultivated like a garden. I saw thousands and thousands of commodious homesteads, surrounded by clumps of bamboo and orange trees, with patches of ground of the richest alluvial soil cultivated, without a weed, and producing two and three crops of opium, tobacco, indigo, sugar cane, &c. It was a new world, whose people had never heard of the war with Japan, and who refused to believe that China had ever been beaten by that country. It was a land of peace, plenty, and civilisation. I walked scores of miles, through farms, villages, and towns, and was everywhere treated with courtesy and civility. At every place we touched, the population turned out en masse to see our little puffing launch forcing its way up against the current, this being only the second time that this part of the river had been so navigated.

I afterwards came down the rapids in the launch—it was the first time they had been shot by a steamer—accomplishing the journey of 437 miles from Chungking to Ichang in thirty-one hours of steaming. Over and over again the little craft was practically buried in the seething rapids. The possibilities of trade in this region are so vast that they can scarcely be estimated. On the Upper Yang-tse alone there are 5,000 trading junks, each manned by about a hundred men, making a total of half a million persons engaged in the carrying trade—far less men of fine physique. While we are doing nothing to extend our interests in the Yang-tse basin, France, Germany, and Japan are most actively engaged in the promotion of their political and commercial interests. France has coveted the great populous province of Szechuan with Jesuit missionaries, who have not confined themselves to religious work. They have made a valuable geological survey of the province, and this has been followed by a demand on the part of the French for concessions with exclusive right to open mines in six districts. In order to navigate the Upper Yang-tse we were indebted to the French Jesuits for an excellent chart only recently made. Otherwise, we should have had to rely on an entirely obsolete and useless British map drawn in 1851. On the Upper Yang-tse, though British gunboats were sent off more than a year ago to patrol the waterway, only one of the vessels had yet reached a point more than fifty miles beyond Ichang, and no steps are being taken to enable our officers to gain knowledge and experience of the navigation of the upper river. Beyond this the gunboats which the Government have sent out are utterly unsuited both in construction and steaming power for their work. The vessels are only capable of doing 12 knots, whereas against rapids running at 13 or 14 knots they should be able to do 16 knots. They are fitted with screws instead of paddles, and have one-eight plates, whereas nothing less than 3-16ths plates are of any use in view of the rocky nature of the river.

On returning from his Yang-tse journey, Mr. Walton made an expedition up the West River. Of this he said:—

It was expected that the opening of this waterway would be to the interest and advantage of British trade. To my surprise, I found not only that Nanning-fu, which was declared by Her Majesty's Government to have been opened last February as a treaty port, was not yet opened, but that in this river, as on the Yang-tse, an agreement had been entered into by the Government of British goods to be carried in British ships to every riverside town and station in China is practically a dead letter. A steamer built specially for trade on the West River on the strength of this agreement has been taken off, not being allowed to discharge or load cargo at any intervening town between the treaty ports, the result being that she could not be run at a profit.

Then we were told in Parliament that the Government had decided to effectively patrol the West River by gunboats to protect British trade. I found that this is done so ineffectively

that piracy is rife, and British owned steamers have been seized, rifled, and then used to enable the pirates to capture heavily laden junks without such outrages being followed by any punishment whatever from the British gunboats. This is due to the fact that our officers have no authority to land and follow the pirates to their villages. The French are building three gunboats to patrol the West River, and when these are running we shall soon find that they will land armed forces to stop piracy. Eventually, by these means they will have military occupation of the country under our very nose.

I found French activity in South China to be in marked contrast to our do-nothing policy. How the future of British trade is endangered unless we preserve our equal rights and prestige in the South and south-west of China is best shown by what I found to be the commercial position in Cochin-China, Cambodia, Annam, and Tongking. Whereas in 1885 seven-eighths of the imports to French Indo-China came from England, Germany, and Switzerland, owing to the protective tariffs imposed by the French in favour of their own goods, three-fourths of the imports now come from France, and only one-quarter from the rest of the world. If through the neglect of our Government to pursue a firm and vigorous policy in the south and south-west of China, French control is eventually extended over the provinces of Szechuan, Yunnan, Kwangsi, and Kwangtung—the object for which the French are striving every nerve—when the ultimate annexation takes place, as in all probability it will, British trade will be strangled there also in the same way as it has already been in French Indo-China. The same will also be true of such portions of China as might be ultimately annexed by a Protectionist country like Russia.—*Scotsman.*

#### SHIPPING REPORTS.

Captain P. H. Rolfe, of the steamship *Yuen-sang*, from Manila, reports:—Fresh breeze, high sea, and cloudy.

Captain E. Fey, of the steamship *Arratoon* Apar, from Calcutta, Penang and Singapore, reports:—Fresh monsoon and rough sea all the way to port.

Captain D. F. Lawrence, of the steamship *Canton*, from Shanghai, &c., reports:—Shanghai to Wuhu light N.E. wind and fine clear weather. Wuhu to Hongkong moderate N.E. wind and overcast.

Captain Albert Smith, of the steamship *Takung*, from Bangkok, reports:—Moderate to fresh wind to Cape Padaran, thence to Hongkong strong N.E. wind and heavy seas with overcast and showery weather.

Captain H. N. Holton, of the steamship *Stam*, from Bangkok, via Koh-sie-chang, reports:—From Koh-sie-chang to Cape Yarella fine weather and smooth sea, from Cape Yarella to Hongkong strong N.W. and Northerly winds with heavy sea.

Captain J. S. Roach, of the steamship *Haitan*, from Coast Ports, reports:—Fochow to Amoy light N.E. breeze, smooth sea, dull, overcast weather, with occasional light rain. Amoy to Swatow light N.E. breeze, smooth sea, fine and clear. Swatow to port light N.E. to moderate N.W. breeze, moderate sea, dull, heavy weather, with occasional light rain. Vessels in Swatow: Nil. In Amoy: *Seng Loong*, and *Cheongcheu*. In Swatow: *Kalgan*, and *Taitte*.

#### NOT AND A CALENDAR.

MARCH.  
Meteorological means based on ten years' observations to 1893.  
Barometer ..... 30.141  
Thermometer ..... 57.3  
Humidity ..... 79.0  
Rainfall ..... 1.76

TO-DAY.  
Weather Report.  
On date at 4 p.m.  
Barometer ..... 30.13 30.01  
Temperature ..... 64 66  
Humidity ..... 77 71  
Rainfall ..... 0.01

TO-DAY.  
Tuesday, 13th March, 1900.

Chinese—13th of 2nd moon of 26th year of Kwang-si.  
Sun—Rises ..... 6hr. 12min.  
Sets ..... 6hr. 38min.  
High water—Morning ..... 6hr. 29min.  
Afternoon ..... 9hr. 45min.  
Low water—Morning ..... 2hr. 54min.  
Afternoon ..... 3hr. 15min.

ANNIVERSARIES.

1841—Renewal of hostilities and capture of forts in the Macao passage.  
1874—Steamer *Sinfoo* lost.  
1879—Marriage of the Duke of Connaught and Princess Louise of Prussia.  
1881—Assassination of the Czar Alexander II.  
1884—Siege of Khartoum commenced.

TO-MORROW.

Wednesday, 14th March, 1900.  
Chinese—14th of 2nd moon of 26th year of Kwang-si.  
Sun—Rises ..... 6hr. 11min.  
Sets ..... 6hr. 39min.  
High water—Morning ..... 6hr. 21min.  
Afternoon ..... 9hr. 15min.  
Low water—Morning ..... 3hr. 32min.  
Afternoon ..... 3hr. 51min.

ANNIVERSARIES.

1842—8,000 Chinese troops routed by the British at Tashih with great slaughter.  
1149—Surrender of the Sikhs to the British.  
1890—Law Courts at Yokohama opened.  
1897—Autonomy of Crete officially conceded.  
1899—Bombardment of Socatra by U.S.N.

#### AGENDA.

TO-DAY.

Cargo ex *Kawachi Maru* subject to rent.  
H.K.V.C. ORDERS.  
5.7 p.m.—"A" "B" & "C" Co., Examination of Corporals, Bombardier and other members of Corps.

TO-MORROW.

G. P. R. steamer *Empress of Japan* leaves for Victoria B. C. etc.  
C. M. S. N. Co's steamer *Teinkai* leaves for London.  
P.M.—A. L. S. N. Co's steamer *Fra. Ferdinand* leaves for Fiume and Trieste via the Straits.

Noon—First General Meeting of the Great Eastern and Caledonian Gold Mining Co. Ld., at the Office of the General Agents, 9 Praya Central.

5 p.m.—C. & S. Co's steamer *Menmuir* leaves for Manila.

H.K.V.C. ORDERS.  
5.7 p.m.—"D" "B" & "C" Co., Examination of Corporals, Bombardier and other members of Corps.

5.30 p.m.—F. B. Company Drill at Kowloon Docks.

5.30 p.m.—"B" & "C" Co., Squad Drill at Head-Quarters.

5 p.m.—"D" "B" & "C" Co., Company Drill at Head-Quarters.

5 p.m.—"E" Engineer Co., Company Drill at Head-Quarters.

5.6 p.m.—Band Practice for unenrolled Drummers at Head-Quarters.

6.7 p.m.—Band Practice at Head-Quarters.

THURSDAY, 13th.

Noon—E. & A. S. Co's steamer *Australasia* leaves for Australia.

p.m.—A. L. S. N. Co's steamer *Albatross* leaves for Fiume and Trieste via the Straits.

Noon—P. M. S. Co's steamer *Algoa*, leaves for San Francisco &c.

C. N. steamer *Kwaiyang* leaves for Manila, Iloilo and Cebu.

4 p.m.—Cargo ex *Shanghai* subject to rent.

5.15 p.m.—Lecture by Comul Volpicelli at St. Andrew's Hall.

Cargo ex *Kennedy* subject to rent.

H.K.V.C. ORDERS.

5.7 p.m.—"A" "B" & "C" Co., Examination of Corporals Bombardiers and other members of Corps.

5.30 p.m.—Trumpeter's Class, at Head-Quarters.

5.30 p.m.—F. B. Squad Drill at Head-Quarters.

5 p.m.—"A" "B" & "C" Co., Company Drill at Head-Quarters, under the Adjutant.

5.30 p.m.—"E" Engineer Co., Squad Drill at Head-Quarters.

FRIDAY, 16th.

N. L. Co's steamer *Savona* leaves for Europe.

8.30 for 9 p.m.—Regular Meeting of the Persuance Lodge.

H.K.V.C. ORDERS.

5.7 p.m.—F. B. Co., Examination of Corporals, Bombardiers and other members of Corps.

5 p.m.—F. B. Co., Company Drill at Head-Quarters, under the Adjutant.

5.30 p.m.—"A" "B" & "C" Co., Squad Drill at Head-Quarters.

"D" "B" & "C" Co., Squad Drill at Head-Quarters.

SATURDAY, 17th.

Noon—P. & O. steamer *Coromandel* leaves for London.

Noon—First Ordinary Annual Meeting of Shareholders of Messrs. Watkins, Ld. at the Company's Office.

Cargo ex *Glenartney* subject to rent.

(About N. P. S. Co's steamer *Goodwin* leaves for Victoria B. C.

#### SHIPPING AND MAIL NEWS.

MAILS DUE.

English (*Massilia*) 16th inst.

American (*City of Rio de Janeiro*) 20th inst.

Canadian (*Empress of China*) 20th inst.

German (*Weimar*) 20th inst.

German (*Stuttgart*) 22nd inst.

American (*Coptic*) 26th inst.

American (*America Maru*) 4th prox.

Tacoma (*Sikh*) 5th prox.

The Austrian Lloyd's S. N. Co's steamer *Maria Valeria*, left Singapore for this port to-day.

The N. P. S. Co's steamer *Glenugie*, arrived at Tacoma on the 11th instant from Japan and Hongkong.

The Imperial German mail steamer *Stuttgart*, has left Kobe via Nagasaki & Shanghai on the 12th inst. a.m. the day and may be expected here on about Tuesday the 20th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.

*Elm de Cuba* ..... at Kowloon Dock.

*Elm de Cuba* ..... at Kowloon Dock.

*Elm de Cuba* ..... at Kowloon Dock.

*Elm de Cuba* ..... at Kowloon Dock.

*Elm de Cuba* ..... at Kowloon Dock.

*Elm de Cuba* ..... at Kowloon Dock.

*Elm de Cuba* ..... at Kowloon Dock.

*Elm de Cuba* ..... at Kowloon Dock.

*Elm de Cuba* ..... at Kowloon Dock.

*Elm de Cuba* ..... at Kowloon Dock.

*Elm de Cuba* ..... at Kowloon Dock.

*Elm de Cuba* ..... at Kowloon Dock.

*Elm de Cuba* ..... at Kowloon Dock.

*Elm de Cuba* ..... at Kowloon Dock.

*Elm de Cuba* ..... at Kowloon Dock.

*Elm de Cuba* ..... at Kowloon Dock.

*Elm de Cuba* ..... at Kowloon Dock.

*Elm de Cuba* ..... at Kowloon Dock.

*Elm de Cuba* ..... at Kowloon Dock.

*Elm de Cuba* ..... at Kowloon Dock.

*Elm de Cuba* ..... at Kowloon Dock.

*Elm de Cuba* ..... at Kowloon Dock.

*Elm de Cuba* ..... at Kowloon Dock.



## Intimations.

THE GREAT EASTERN AND CALEDONIAN GOLD MINING CO., LIMITED.

## NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the FIRST GENERAL MEETING of the above-named Company will be held at the Office of the General Agents, 9, Praya Central, TOMORROW, the 14th instant, at Noon, LUTGENS, EINSTAMANN & CO., General Agents.

Hongkong, 13th March, 1900. [289b]

## WATKINS, LIMITED.

## NOTICE TO SHAREHOLDERS.

THE FIRST ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company will be held at the Company's Office, Queen's Road, at Noon, on SATURDAY, the 17th instant, for the purpose of receiving the Report of the General Managers, with a Statement of Accounts to 31st December, 1899.

The TRANSFER BOOKS of the Company will be CLOSED from the 12th to the 17th instant, both days inclusive.

G. A. WATKINS, CHAN A. FOOK, General Managers.

Hongkong, 5th March, 1900. [283b]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

CONTRIBUTING Shareholders are requested to send in a Statement of Business contributed during the Half Year ended 31st December, 1899, on or before the 21st March on which date the Account will be CLOSED.

By Order of the Board of Directors, THOS. I. ROSE, Secretary.

Hongkong, 1st March, 1900. [269b]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

THE SEVENTEENTH ORDINARY GENERAL MEETING of SHAREHOLDERS in the Company will be held at the Company's Office, No. 9, Praya Central, Victoria, on SATURDAY, the 24th March, 1900, at Noon, for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1899, declaring a Dividend and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 10th to the 24th instant, both days inclusive.

SHEWAN, TOMES & CO., General Managers.

Hongkong, 8th March, 1900. [303b]

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the SHAREHOLDERS in the above Company will be held at the Office of the Company, on TUESDAY, the 27th day of March, at Noon, for the purpose of confirming the following Special Resolution which was passed at the Extraordinary General Meeting of Shareholders on the 7th instant:

**SPECIAL RESOLUTION.**  
That the Profits accrued to the Company from the issue of a Premium of the New Shares in the Company, authorised to be issued by the Special Resolution passed on the 6th, and confirmed on the 23rd day of April, 1899, amounting to the sum of \$1,250,000, and which was then carried, and is now standing, to the Credit of the Reserve Fund in pursuance of such Special Resolution, be capitalised and be applied in part payment of the CALL of \$50 per Share on all the Shares in the Company, to be made by the Board.

By Order of the Board, A. SHELTON HOOPER, Secretary.

Hongkong, 7th March, 1900. [297b]

HONGKONG HOTEL COMPANY, LIMITED.

## NOTICE.

THE ORDINARY HALF YEARLY MEETING of SHAREHOLDERS will be held at the COMPANY'S HOTEL, on TUESDAY, the 27th March, 1900, at Noon, for the purpose of receiving a Statement of Accounts of the Company to the 31st December, 1899, with the Report of the Directors, and to discuss any Matters that may be competently brought before the Meeting.

The TRANSFER BOOKS of the Company will be CLOSED from the 13th to 27th instant, both days inclusive.

C. MOONEY, Secretary.

Hongkong, 1st March, 1900. [270b]

THE HONGKONG HOTEL COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the SHAREHOLDERS of the Hongkong Hotel Company, Limited, will be held at the COMPANY'S HOTEL, on TUESDAY, the 27th day of March, 1900, at 12.15 P.M.

1.—To consider and if thought fit approve the draft New Regulations which will be submitted to the Meeting and in the event of the approval thereof with or without modifications or alterations.

2.—To consider and if thought fit to pass a Resolution to the effect that the New Regulations already approved by this Meeting and for the purpose of identification subscribed by the Chairman thereof be and the same are hereby approved and that such Regulations "be and the same are hereby adopted as the Regulations of the Company to the exclusion of all the existing Regulations thereof."

A copy of the proposed New Regulations may be seen at the Company's Office. Should the above Resolution be passed by the required majority it will be submitted for confirmation as a Special Resolution to the Second Extraordinary Meeting which will be subsequently convened.

Dated the 1st day of March, 1900.

C. MOONEY, Secretary.

271b] Hongkong, 9th March, 1900.

CHINA SUGAR REFINING COMPANY, LIMITED.

## NOTICE.

THE TWENTY SECOND ORDINARY ANNUAL MEETING of the SHAREHOLDERS of the Company will be held at the Office of the General Agents, on THURSDAY, the 29th March, at 3 P.M. for the purpose of receiving their Report with a Statement of Accounts, ending to the 31st December, 1899.

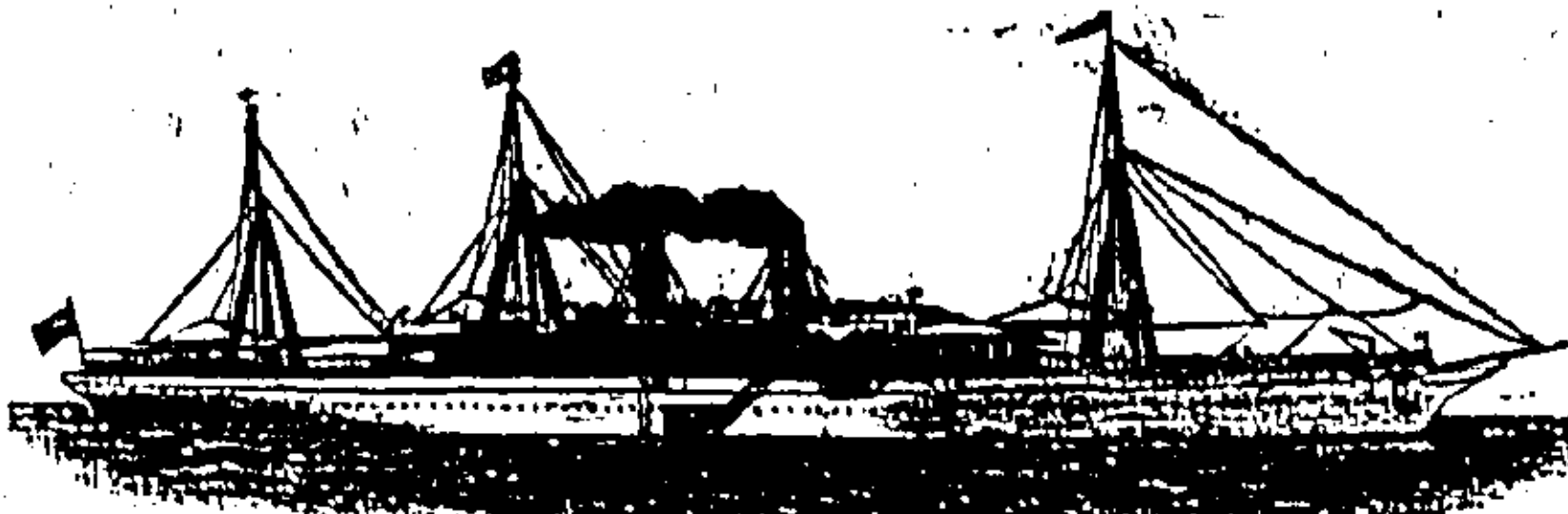
The TRANSFER BOOKS of the Company will be CLOSED from 16th to 29th instant, both days inclusive.

J. R. DINE, MATHESON & CO., General Agents.

Hongkong, 9th March, 1900. [311b]

## Mails.

## CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R. WEDNESDAY, 14th March.  
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. WEDNESDAY, 14th April.  
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 23rd April.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and making a connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which issue daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, 13, Praya Central.

## NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

## PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Goodwin ..... 4,421 A. Jackson... Mar. 17  
Olympia ..... 2,527 J. Truebridge Mar. 31  
Sikh ..... 3,747 J. Rowley Apr. 14  
Glenogle ..... 3,759 W. Frakes Apr. 24

ALSO

FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Bramar ..... 3,571 W. Watt Mar. 24  
Monmouthshire ..... 2,874 W. A. Evans May 20  
Bramar ..... 3,561 W. Watt June 9  
Monmouthshire ..... 2,874 W. A. Evans Aug. 4

THE attention of Passengers is directed to the very cheap rates offered by this Line.

HONGKONG TO LONDON £47.  
Excellent accommodation. First-class Tables. DOCTOR AND STEWARDESSE carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY AND CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 12th March, 1900. [4]

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, AND HONOLULU, THE UNITED STATES, &c.

Lady Joyce ..... 3,406 about Mar. 31

## THE Steamship

"LADY JOICEY,"

will be despatched for SAN DIEGO and SAN FRANCISCO, via KOBE, YOKOHAMA and HONOLULU, on or about SATURDAY, the 31st instant.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan. Hongkong, 13th March, 1900. [28]

## Mails.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| STEAMERS.                         | DESTINATIONS.   | SAILING DATES.                    |
|-----------------------------------|---|-----------------------------------|
| BINGO MARU ..... G. E. P. Cook    | { KOBE and YOKOHAMA   | THURSDAY, 15th March, at 4 P.M.   |
| TAMBA MARU ..... J. W. Wale       | { KOBE and YOKOHAMA   | SATURDAY, 17th March, at 4 P.M.   |
| YAWATA MARU ..... A. E. Moses     | { NAGASAKI, KOBE and YOKOHAMA   | SATURDAY, 24th March, at Noon.    |
| SADO MARU ..... W. Thompson       | { MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID. | TUESDAY, 27th March, at Daylight. |
| KAGOSHIMA MARU ..... K. Nunome    | { MOJI, KOBE and YOKOHAMA   | TUESDAY, 27th March, at Noon.     |
| HIROSHIMA MARU ..... S. Yoshizawa | { BOMBAY, via SINGAPORE and COLOMBO   | FRIDAY, 30th March, at Noon.      |
| FUTAMI MARU ..... J. Thom         | { MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE         | FRIDAY, 30th March, at 4 P.M.     |

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 12th March, 1900. [6]

## NORDDEUTSCHER LLOYD.

(Freight Service.)

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

## HAMBURG-AMERIKA LINIE.

(Freight Service.)

## PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

| STEAMERS.                   | DESTINATIONS.   | SAILING DATES.    | Freight and Passage. |
|-----------------------------|---|-------------------|----------------------|
| *SAVOIA ..... Jager         | { HAVRE and HAMBURG. (LONDON with transshipment in HAMBURG) NEW YORK. | 20th March.       | Freight and Passage. |
| ASTORIA ..... Hilbrandt     | { HAVRE and HAMBURG. (via SUEZ CANAL.)                                | 24th March.       | Freight.             |
| SAXONIA ..... Krell         | { HAVRE and HAMBURG. (LONDON with transshipment in HAMBURG)           | About 31st March. | Freight.             |
| *HEIDELBERG ..... Zachariae | { HAVRE and HAMBURG. (LONDON with transshipment in HAMBURG)           | About 6th April.  | Freight and Passage. |
| SIBIRIA ..... Braun         | { HAVRE and HAMBURG. (LONDON with transshipment in HAMBURG)           | About 20th April. | Freight and Passage. |

\* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to

CARLOWITZ & Co., Agents.

27]

## TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

|   |                                   |
|---|-----------------------------------|
| NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)   | Tuesday, 20th March, at Daylight. |
| AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)  | Saturday, 14th April, at Noon.    |
| HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) | Tuesday, 8th May, at Noon.        |

## THE Steamship

"NIPPON MARU," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 20th March, at Daylight, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding ORDERS for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application. Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 7th March, 1900. [19]

## U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO. VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

|  |                                |
|--|--------------------------------|
| Alcoa (via Moji, Kobe, Yokohama & Honolulu)  | Friday, 16th March, at Noon.   |
| City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) | Tuesday, 27th March, at Noon.  |
| City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)           | Saturday, 21st April, at Noon. |
| China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)                  | Tuesday, 11th May, at Noon.    |

(\* Taking Cargo only.)

## THE U.S. Mail Chartered Steamship

"ALCOA,"

will be despatched for SAN FRANCISCO, via MOJI, KOBE and YOKOHAMA, on FRIDAY, the 16th instant, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding ORDERS FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application. Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 13th March, 1900. [11]

## To be Let.

## TO LET.

No. 2, CAMERON VILLAS, PEAK. ROOMS on First floor of Marine House, QUEEN'S ROAD CENTRAL, above Messrs. Achce & Co's Store.

Apply to

BELILIOS & CO. [309b]

## TO LET.

5 ROOMED BUNGALOW "RHEDA," BONHAM ROAD.

Apply to

CHINA MERCHANTS STEAM NAVIGATION CO. No. 22, Praya West. [290b]

## TO LET.

No. 1, GOUGH HILL. Furnished Residence at the Peak.

Apply to the

SECRETARY, HONGKONG LAND INVESTMENT AND AGENCY CO., LD. [291b]

## TO LET.

"HARFORD," MAGAZINE GAP. GROUND FLOOR, 51, PEEL STREET. No. 4, RIFON TERRACE.

"THE RETREAT"—MOUNT KELLET. TOP FLOOR, No. 1, DUDDELL STREET. GOWDONS.—Nos. 80a and 82, PRAYA EAST.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 6th March, 1900. [12]

## Consignees.

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M., TO-DAY.

Goods not cleared by the 15th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent. [13]

Hongkong, 9th March, 1900.

## TOYO KISEN KAISHA.

## NOTICE.

## CONSIGNEES of CARGO per Steamship

"NIPPON MARU." The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees'



## Shipping.

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.  
FOR MANILA, via AMOY.  
THE Company's Steamship  
"YUENSANG,"  
Captain P. H. Rolfe, will be despatched  
above, TO-MORROW, the 14th. instant,  
at 4 P.M.  
This Steamer has Superior Accommodation  
for First Class Passengers.  
For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
General Managers.  
Hongkong, 10th March, 1900. [174b  
THE CHINA AND MANILA STEAM-  
SHIP COMPANY, LIMITED.  
FOR MANILA.  
THE Company's Steamship  
"MENMUIR,"  
Captain R. W. Almond, will be despatched  
for the above PORT, TO-MORROW, the 14th  
instant, at 5 P.M.  
The attention of Passengers is directed to  
the excellent accommodation provided by this  
steamer. She is fitted throughout with Electric  
light and is supplied with a Refrigerating  
Chamber.  
A Doctor is carried.  
For Freight or Passage, apply to  
SHEWAN, TOMES & CO.,  
General Managers.

Hongkong, 12th, March, 1900. [29B]

**AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.**

STEAM FOR  
SINGAPORE, PENANG, RANGOON,  
COLOMBO, BOMBAY, SUEZ, PORT SAID,  
Fiume and TRIESTE.

(Taking Cargo at through Rates to PERSIAN  
GULF, BLACK SEA, LEVANT and  
ADRIATIC PORTS.)

**THE Company's Steamship**

"FRZ. FERDINAND,"  
Captain G. Morovich, will be despatched as  
above TO-MORROW, the 14th instant, P.M.  
Silk and Valuables are transhipped on  
arrival at Bombay into an accelerated liner.  
For information as to Passage and Freight,  
apply to

**SANDER, WIELER & Co.,**  
Agents.  
Hongkong, 5th March, 1900. [29B]

**"GLEN" LINE OF STEAMSHIPS.**  
FOR SHANGHAI.

**THE Steamship**

"GLENARTNEY"  
will be despatched as above on THURSDAY  
the 15th instant, at Daylight.  
For Freight or Passage, apply to  
**MCGREGOR BROS. & GOW**  
Agents.  
Hongkong, 12th March, 1900. [31B]

**EASTERN AND AUSTRALIAN STEAM  
SHIP COMPANY, LIMITED.**

FOR SYDNEY AND MELBOURNE.

**THE Steamship**

**"AUSTRALIAN,"**

Captain Helms, will be despatched as above on **THURSDAY**, the 15th March, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with

The Electric-light.  
A Stewardess and a duly qualified Surgeon  
are carried.  
*M.B.*—Return Tickets issued by this Com-  
pany to and from AUSTRALIA, are available for  
return by the Steamers of the CHINA NAVI-  
GATION COMPANY and *vice versa*.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.  
Hongkong, 26th February, 1900. [252]

---

AUSTRIAN LLOYD'S STEAM NAVI-  
GATION COMPANY.  
STEAM FOR  
SINGAPORE, PENANG, MOULMEIN,  
COLOMBO, PORT SAID, FIUME  
AND TRIESTE.  
(Taking Cargo at through Rates to BLACK SE-  
A, LEVANT and ADRIATIC PORTS).  
THE Company's Steamship  
"MELPOMENE,"  
Captain G. Sabbadini, will be despatched  
above on THURSDAY, the 15th instant, P.M.

For information as to Passage and Freight  
apply to

**SANDER, WIELER & Co.,**  
Agents.  
Hongkong, 5th March, 1900. [18]

---

**AUSTRIAN LLOYD'S STEAM NAVI-  
TION COMPANY.**

**STEAM TO SHANGHAI.**  
**THE Company's Steamship**

**"URANO."**  
Captain P. Berberovich, will leave for the above  
place, on **SATURDAY**, the 17th instant,  
Noon.  
For Freight or Passage, apply to  
**SANDER, WIELER & Co.,**  
Agents.  
Hongkong, 9th March, 1900. [30]

---

**OCEAN STEAMSHIP COMPANY.**

**FOR LONDON VIA SUEZ CANAL.**  
**THE Company's Steamship**

**"CALCHAS"**  
Captain Gregory, will be despatched as above  
on **TUESDAY**, the 20th March.  
For Freight, apply to  
**BUTTERFIELD & SWIRE,**  
Agents.  
Hongkong, 10th February, 1900. [18]

---

**OCEAN STEAMSHIP COMPANY,**  
**FOR LONDON VIA SUEZ CANAL.**  
**THE Company's Steamship**

**"ORESTES"**  
Captain Peters, will be despatched  
on MONDAY, the 26th March.  
For Freight, apply to  
**BUTTERFIELD & SWIRE,**  
Agents,  
Hongkong, 24th February, 1900. [24]

**FOR NEW YORK via SUEZ CANAL.**  
**THE Steamship**  
**"PATHAN,"**  
will be despatched for the above Port on  
about the 7th April.  
For Freight, apply to  
**DODWELL & CO., LIMITED,**  
Agents,  
Hongkong, 6th March, 1900. [15]

[illegible]



## Intimations.

## LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.  
Sole Agents in the East for the amalgamated  
CLEMENT, HUMBER and GLADIATOR CO., Ltd.  
DUNLOP TYRES & BICYCLES—PRICE...\$160.  
Aspecial reliable Watch made for this Climate.  
Quality A.....\$16  
Quality B.....\$12  
40, QUEEN'S ROAD,  
Watson's Building.

## NOTICE.

NIGHT SCHOOL FOR EUROPEANS, by an  
EX-SCHOOLMASTER.  
Terms moderate, for Particulars apply  
c/o This Office.  
Hongkong, 18th August, 1899. [1038a]

## SIENTING,

SURGEON DENTIST,  
No. 10, DAGUANG STREET.  
TERMS VERY MODERATE.  
Consultation free.  
Hongkong, 27th September, 1898. [139]

## VISITORS AT THE HONGKONG HOTEL.

Achard, Mr. Louis  
Aiken, Mr. J. H.  
Aigun, Mrs. John  
Arms, Mr. G.  
Arnold, Mr. E.  
Bailey, Mr. W. S.  
Barber, Mr. J. N.  
Barlow, Mr. B. J.  
Benton, Mr. F. L.  
Blackburn, Com. R. N.  
Bonner, Mr. F.  
Booth, Mr. L. E.  
Brown, Mr. and Mrs.  
D. E.  
Bruhn, Mr. H.  
Burdorf, Mr. T. F.  
Byron, Mr. J. C.  
Carter, Mr. H. B.  
Cass, Mr. F.  
Clark, Dr. and Mrs. F.  
Dawson, Comdr. and  
Mrs. Pusley  
Denny, Mr. and Mrs.  
H. S.  
Denny, Mr. J. O. H.  
Denroche, Mr. P. C.  
Diam, Miss  
Ehrmann, Mr. E. E.  
Frisbie, Mr. G. E.  
Gaylord, Mr. and Mrs.  
Glover, Mrs.  
Goddard, Capt.  
Goldie, Sir Geo. T.  
Griffin, Major and Mrs.  
Hall, Mr. R. J.  
Hamerly, Mr. B. F.  
Hayes, Col. W. C.  
Haywood, Mr. and Mrs.  
S.  
Hill, Mr. C. S.  
Howard, Mr. T.  
Hudson, Mr. E. P.  
James, Miss  
Jeffrey, Major & Mrs.  
Joseph, Mr. and Mrs.  
E. S.  
Katch, Mr. E. A.  
Kinghorn, Mr.  
Kleimenov, Mr. S.  
Laidlaw, Mr. and Mrs.  
Leggatt, Mr. E. C.  
Levy, Mr. L. A.  
Little, Mr. H. A.  
Lutz, Mr. Emil  
MacGowan, Mr. R. J.  
MacGowan, Miss  
Macmillan, Mr. A. C.  
Mayer, Mr. G.  
Mayston, Mr. J. Y.  
McCallum, Mr. F.  
McGlew, Mrs. A. J.  
McLeod, Mr. & Mrs. E.  
Meister, Mr. T. S.  
Meyer, Mr. W. S.  
Moses, Miss (2)  
Murphy, Mr. E. O.  
Neirop, Mr. Van  
Newcomen, Mr. G. H.  
O'Neill, Mr. J. J.  
Parfitt, Mr. W. H.  
Pattmann, Mr. H. D.  
Radcliffe, Mrs.  
Reeves, Mr. A. H.  
Richardson, Mr. G. E.  
Robins, Mr. S. J.  
Ross, Miss  
Rothwell, Mr. H. J.  
Rouget, Mr.  
Ryan, R.A.M.C., Lt.  
Col.  
Ryland, Mr. C. A. and  
Mrs. valet  
Scott, Mr. G. E.  
Sergeant, Mr. B. W.  
Sharp, Mr. & Mrs. E. H.  
Shibada, Mr. T. M.  
Shimura, Mr. H.  
Smythe, Mr. A. J.  
Hamilton  
Sperry, Mr. and Mrs.  
G. B.  
Sperry, Master F.  
Stewart, Mr. E. H.  
Sugden, Mr. A.  
Sweeney, Mr. S.  
Taylor, Mr. B.  
Thoburn, Mr. J. M.  
Timm, Mr. W.  
Trimble, Mr. G.  
Turner, Col. A. H.  
Vaughan, Mr. H. S.  
Wachter, Mr.  
Waghorn, Mr. G.  
Waldow, Mr. R.  
Walkinsaw, Mr. and  
Mrs. B. W.  
Warfield, Mr. and Mrs.  
Wayne, Mr. St. John  
and valet  
Whitley, Mr. & Mrs. W.  
Whitley, Mr. J. G.  
Whitlow, Mr. and Mrs.  
A. W.  
Wild, Mr. and Mrs.  
Wignall  
Woods, Dr. and Mrs.  
and child  
Young, Miss  
Zuniga, Mr. J. M. de

## VISITORS AND RESIDENTS AT THE PEAR HOTEL.

Beattie, Mr. Andrew  
Brayne, Mr. H. F. R.  
Brown, Colonel  
Bure, Mr. P.  
Carle, Mr. Arthur R.  
Carrington, Sir John W.  
Clarke, Capt. and Mrs.  
A. C.  
Dann, Mr. G. H.  
Dow, Mr. P.  
Drize, Mr. F. J. Haver  
Eckel, Mr. J. S.  
Forbes, Mr. A.  
Fraser, Lt.-Col. A. R.  
Gimputo, Mr. H. H.  
Gorge, Colonel E. H.  
Graham, Mr. D. M.  
Green, Mr. F.  
Gros, Mr. Edward F.  
Hay, Mr. J.  
Hendocher, Mr.  
Inchbald, Mr. Chantrey  
John, Major G. R. St.  
Kofod, Captain F.  
Lee, Mr. J. E.  
Martin, Mr. R.  
Mitchell, Mr. R.  
Mullins, Mr. E. S.  
Oppenheim, Mr. J.  
O'Gorman, Lt.-Col. The  
O'Gorman, Madame  
Pollock, Hon. H. E.  
Pryne, Capt. H. V.  
Reilly, Major C. W.  
Sinclair, Mr. A.  
Smith, Mr. A. Findlay  
Stokes, Mr. A. G.  
Stokes, Mr. A. P.  
Thomson, Mr. O. D.  
Wardwell, Miss (2)  
Wetherell, Mr. F. G. M.  
Wheeler, Mr. G. H.

## The Share Market.

## LATEST QUOTATIONS.

(March 13th.)

| Companies.   | Paid up Capital. | Latest quotation. |
|--|------------------|-------------------|
| <b>Banks.</b>  |                  |                   |
| Hongkong & Shanghai Banking Corporation              | \$125            | 322 1/2 premium   |
| The Bank of China & Japan, Limited—(Preference)      | £ 5              | Nominal           |
| The Bank of China & Japan, Limited—(Ordinary)        | £ 4              | £1 buyers         |
| The Bank of China & Japan, Limited—(Deferred)        | £ 1              | £5.5 buyers       |
| National Bank of China, Ltd.                         | £ 8              | \$35 1/2          |
| Do. Founders   | £ 1              | \$20              |
| <b>Marine Insurance.</b>                             |                  |                   |
| Union Ins. Society of Canton, Ltd.                   | \$ 50            | \$230             |
| China Traders' Ins. Co., Ltd.                        | \$ 25            | \$24              |
| North China Ins. Co., Ltd.                           | £ 25             | Tls. 180          |
| Yangtze Ins. Assoc. Ltd.                             | \$ 60            | \$130             |
| Canton Ins. Office, Ltd.                             | \$ 50            | \$130             |
| Straits Ins. Co., Ltd.                               | \$ 20            | \$14              |
| <b>Fire Insurance.</b>                               |                  |                   |
| Hongkong Fire Ins. Co., Ltd.                         | \$ 50            | \$318             |
| China Fire Ins. Co., Ltd.                            | \$ 20            | \$80              |
| <b>Shipping.</b>                                     |                  |                   |
| Hongkong, Canton, & Macao Steamboat Co., Limited     | \$ 15            | \$29              |
| Indo-China Steam Navigation Co., Ltd.                | £ 10             | \$90              |
| China & Manila S.S. Co., Ltd.                        | \$ 50            | \$125             |
| Douglas Steamship Co., Ltd.                          | \$ 50            | \$51              |
| China Mutual S. N. Co., Ltd. (Pref.)                 | £ 10             | £10.10 buyers     |
| China Mutual S. N. Co., Ltd. (Ordinary)              | £ 10             | £10.10            |
| China Mutual S. N. Co., Ltd. (Ordinary)              | £ 5              | £5                |
| Star Ferry Co., Ltd.                                 | \$ 10            | \$18 1/2          |
| "Shell" Transport & Trading Co., Ltd.                | £100             | £260              |
| <b>Refineries.</b>                                   |                  |                   |
| China Sugar Refining Co., Ltd.                       | \$100            | \$145             |
| Litton Sugar Refining Co., Ltd.                      | \$100            | \$47              |
| <b>Mining.</b>                                       |                  |                   |
| Punjom Mining Co., Ltd.                              | \$ 7             | \$7 1/2           |
| Punjom Mining Preference Shares                      | \$ 1             | \$1.40            |
| Société Française des Charbonnages du Tonkin         | Fcs. 250         | \$350             |
| Queen Mines, Ltd.                                    | 25 cts.          | \$0.27            |
| Jebeu Mining and Trading Co., Ltd.                   | \$ 5             | \$14 1/2          |
| Raub Altian Gold Mining Co., Ltd.                    | 15s. 10d.        | \$6 1/2           |
| Oliver's Freehold Mines, Ltd. A                      | \$ 5             | \$3 1/2           |
| Oliver's Freehold Mines, Ltd. B                      | \$ 4 1/2         | \$4.90            |
| Great Eastern & Caledonian Gold Mining Co., Ltd.     | \$ 5             | \$1               |
| Do. (Preference)                                     | \$ 1             | \$0.40            |
| <b>Docks, Wharves and Godowns.</b>                   |                  |                   |
| Hongkong & Whampoa Dock Co., Ltd.                    | \$125            | 505 1/2 premium.  |
| Hongkong and Kowloon Wharf & Godown Co., Ltd.        | \$ 50            | \$82 1/2          |
| Wanchai Warehouse & Storage Co., Ltd.                | \$ 37 1/2        | \$45              |
| New Amoy Dock Co., Ltd.                              | \$ 61            | \$60 1/2          |
| <b>Land, Hotels and Buildings.</b>                   |                  |                   |
| China Provident Loan & Mortgage Co., Ltd.            | \$ 10            | \$9.40            |
| Hongkong Land Investment & Agency Co., Ltd.          | \$ 50            | \$126             |
| Kowloon Land & Building Co., Ltd.                    | \$ 30            | \$26              |
| West Point Building Co., Ltd.                        | \$ 50            | \$51              |
| Hongkong Hotel Co., Ltd.                             | \$ 50            | \$128             |
| Humphrey's Estate & Finance Co., Ltd.                | \$ 10            | \$9 1/2           |
| <b>Cotton Mills.</b>                                 |                  |                   |
| Hongkong Cotton Spinning, Weaving & Dyeing Co., Ltd. | \$100            | \$38              |
| Ewo Cotton Spinning & W. Co., Ltd.                   | Tls. 100         | Tls. 70           |
| International Cotton Mfg. Co., Ltd.                  | Tls. 100         | Tls. 73           |
| Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.    | Tls. 100         | Tls. 73           |
| Soy Chee Cotton Spinning Co., Ltd.                   | Tls. 500         | Tls. 400          |
| Yahlong Cotton Spinning Co., Ltd.                    | Tls. 100         | Tls. 55           |
| <b>Miscellaneous.</b>                                |                  |                   |
| Green Island Cement Co., Ltd.                        | \$ 10            | \$30 1/2          |
| China-Borneo Co., Ltd.                               | \$ 15            | \$17              |
| A. S. Watson & Co., Limited                          | \$ 10            | \$16 1/2          |
| Watkins, Limited                                     | \$ 10            | \$11 1/2          |
| Hongkong Electric Co., Limited                       | \$ 10            | \$12.75           |
| Hongkong Electric Co., Limited                       | \$ 2             | \$2.40            |
| Hongkong and China Gas Co., Ltd.                     | \$ 10            | \$135             |
| Hongkong Rope Manufacturing Co., Ltd.                | \$ 50            | \$350             |
| Geo. Fenwick & Co., Ltd.                             | \$ 25            | \$48              |
| H'kong Ice Co., Ltd.                                 | \$ 25            | \$167             |
| H'kong High-Level Tramways Co., Ltd.                 | \$100            | \$155             |
| Dairy Farm Co., Ltd.                                 | \$ 50            | \$6               |
| Hongkong and China Bakery Co., Ltd.                  | \$ 50            | \$26 buyers       |
| Campbell, Moore and Co., Ltd.                        | \$ 10            | \$16              |
| Bell's Asbestos East-ern Agency, Ltd.                | £ 1              | £1 nominal        |
| United Asbestos Oriental Agency, Ltd.                | \$ 4             | \$5 1/2           |
| United Asbestos Oriental Agency, Ltd.                | \$ 10            | \$10              |
| Carmichael & Co., Ltd.                               | \$ 5             | \$5               |
| Tebrau Planting Co., Ltd.                            | \$ 4             | \$4               |

BENJAMIN KELLY &amp; POTTS,

Share Brokers.

Telegraph Address—"Rialto."

Telephone No. 148.

## VESSELS IN PORT.

## Steamers.

ALGOA, British steamer, 4,897, F. G. Hansford, 4th Mar., San Francisco 22nd Jan., and Moji 27th Feb., General—P. M. S. Co.  
ARIEL, Norwegian steamer, 995, C. M. Rafea, 2nd Mar., Swatow 28th Feb., Ballast—Jardine, Matheson & Co.  
AUSTRALIAN, British steamer, 3,000, P. T. Helms, 12th Mar., Kobe 6th Mar., General—Gibb, Livingston & Co.  
BARON ARDROSSAN, British steamer, 1,825, Mitchell, 11th Mar., Balmain 27th Jan., and Colombo 22nd Feb., Kerosine—Arnhold, Karberg & Co.  
BENLAVERS, British str., 1,484, A. Webster, 7th Mar., Saigon 3rd Mar., Rice—Gibb, Livingston & Co.  
BENVENUE, British steamer, 1,467, J. Porter, 12th Mar., Moji 7th Mar., Coal—Gibb, Livingston & Co.  
BRAEMAR, British steamer, 2,316, W. Watt, 12th Mar., Moji 6th Mar., Coal—Dodwell & Co., Ltd.  
DECIMA, German steamer, 965, C. Christiansen, 10th Mar., Saigon 5th Mar., General—Wo Fat.  
EMMA LUYKEN, German steamer, 1,185, C. Wallis, 9th Mar., Moji 4th Mar., Coal—E. Trading Co.  
EMPEROR OF JAPAN, British steamer, 5,904, C. Lee, R.N.R., 24th Feb., Vancouver 2nd Feb., and Shanghai 22nd, Mails and General—C. P. R. Co.  
GLENATREY, British steamer, 1,864, Murray, 10th Mar., London and Singapore 3rd Mar., General—McGregor Bros. & Gow.  
GOODWIN, British steamer, 2,832, A. Jackson, 9th Mar., Tacoma via Japan and Shanghai 7th Mar., General—Dodwell & Co., Ltd.  
HANOI, French steamer, 750, Pannier, 9th Mar., Haiphong 6th Mar., and Hoihow 8th Mar., General—A. R. Marty.  
HOIHOW, French steamer, 509, J. C. Gerard, 10th Mar., Haiphong and Hoihow 9th Mar., General—A. R. Marty.  
IUE, French steamer, 704, P. Meeres, 12th Mar., Haiphong and Hoihow 11th Mar., General—A. R. Marty.  
KENMORE, British steamer, 2,412, Alex. Ellis, 9th Mar., New York 27th Dec., and Manila 6th Mar., General—Dodwell & Co., Ltd.  
MACDUFF, British steamer, 1,882, R. Glegg, 12th Mar., Saigon 8th Mar., Rice—Dodwell & Co., Ltd.  
MELPOMENE, Austrian steamer, 1,857, Sabadini, 11th Mar., Trieste via Suez 12th Jan., and Saigon 4th Mar., General—Sander, Wieler & Co.  
MENMUIR, British steamer, 1,287, R. W. Almond, 11th Mar., Manila 8th March, General—Shewan, Tomes & Co.  
MICHAEL JENSEN, German steamer, 710, P. Hemmet, 11th Mar., Haiphong 6th Mar., and Hoihow 10th, General—Jensen & Co.  
NIPPON MARU, Japanese steamer, 6,060, J. F. Allen, 9th Mar., San Francisco 9th Feb., via Honolulu 16th, Yokohama 1st March, Kobe and Nagasaki 5th, and Shanghai 7th, Mails and General—P. & O. S. N. Co.  
ON SANG, British steamer, 1,787, J. Young, 4th Mar., Samarang 20th Feb., Sugar—Jardine, Matheson & Co.  
PEIVANG, German steamer, 953, R. Köhler, 9th Mar., Saigon 5th Mar., Rice and Rice—A. R. Marty.  
PROMETHEUS, British steamer, 3,583, R. Day, 11th Mar., Singapore 6th Mar., General—Butterfield & Swire.  
PROSPERITY, British str., 1,390, W. Mackay, 25th Feb., Saigon 20th Feb., Rice—Heung Sing Steamship Co.  
SANDAKAN, German steamer, 1,374, E. Muhle, 2nd Mar., Sandakan 25th Feb., Timber—Melcher & Co.  
SULLBERG, German steamer, 782, Meyer, 11th Mar., Saigon 6th Mar., Rice—Siemssen & Co.  
TAIFU, German steamer, 1,046, R. Schuldt, 7th Mar., Saigon 2nd Mar., Rice—Meyer & Co.  
TATEGAMI MARU, Japanese steamer, 1,673, M. Torne, 11th Mar., Moji 6th Mar., Coal—Jefferies.  
TEENKAI, British steamer, 3,016, D. Davies, 12th Mar., Amoy 11th Mar., General—Dodwell & Co., Ltd.  
TOYO MARU, Japanese steamer, 1,548, K. Sakai, 28th Feb., Moji 22nd Feb., Coal—Order.  
VICTORIA, American steamer, 1,992, John Panion, 29th Jan., Manila 26th January, Ballast—Dodwell & Co., Ltd.  
YEDO MARU, Japanese steamer, 1,059, S. Saito, 10th Mar., Chetcho 5th Mar., General—Wing Tai Long.

## HER BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, March 13th, 1900.  
Alacrity, despatch-vessel, 1,700 tons, 10 G.P. of guns, 3,000 i.h.p., Commander A. H. Smith-Dorrien, en route Macao.  
Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. E. J. W. Slade, Hongkong.  
Aurora, British cruiser, 5,000 tons, Capt. E. H. Bayly, Hongkong.  
Barfleur, 1st class battleship, 13,000 tons, 14 guns, 13,165 i.h.p., Captain Hon. S. G. C. Colville, C.B., en route Wei-hai-wei.  
Bonaventure, and class cruiser, 4,360 tons, 18 guns, 9,000 i.h.p., Capt. R. L. J. Muntz, goinera, C. R. R.N., Shanghai.  
Brill, British cruiser, 1,770 tons, 6 guns, 5,600 h.p., Capt. R. B. S. Wray, Shanghai.  
Centurion, British flagship, 10,500 tons, 14 guns, 9,000 h.p., Capt. J. R. Jellicoe, Hongkong.  
Daphne, sloop, 1,140 tons, 6 guns, 2,000 i.h.p., Comdr. C. W. W. Ingham, Hongkong.  
Endymion, British cruiser, 1,750 tons, Capt. G. A. Callaghan, Wei-hai-wei.  
Erk, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut. Comdr. C. Chadwick, Ichang.  
Fame, twin screw, torpedo-boat destroyer, 360 tons, 5,400 i.h.p., Lieut. Com. W. J. Keyes, Hongkong.  
Firebrand, 3rd class gunboat, 455 tons, 4 guns, 360 i.h.p., Hongkong.  
Havily, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 4,000 i.h.p., Hongkong.  
Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 3,200 i.h.p., Hongkong.  
Hermione, British cruiser, 4,360 tons, Capt. R. S. D. Cumming, en route Shanghai.  
Humber, storeship, 1,640 tons, 800 i.h.p., Com. H. J. Davison, Hongkong.

Iphigenia, and class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. N. Dudding, Singapore.  
Linnets, gun-vessel, 750 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Commander W. W. Smythe, Wuchow.  
Orlando, British cruiser, 5,600 tons, Capt. J. H. Burke, Manila.  
Paochow, 1st class gunboat, 775 tons, 6 guns, 1,200 i.h.p., Lieut. Comdr. S. G. Douglas, Shanghai.  
Phenix, British gunboat, 1,015 tons, Comdr. Cochran, Hongkong.  
Pigmy, 1st class gunboat, 750 tons, 6 guns, 1,200 i.h.p., Lieut. Comdr. J. F. E. Green, Hongkong.  
Plover, 1st class gunboat, 453 tons, 6 guns, 1,200 i.h.p., Lieut. Comdr. C. V. de M. Cowper, Manila.  
Raiders, British gunboat, 805 tons, Capt. F. F. Haworth Booth, Shanghai.  
Sander, British river-gunboat, 2 guns, Lt. Comdr. Carr, on the West River.  
Swift, gun-vessel, 750 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Hongkong.  
Tamar, receiving ship, 4,600 tons, Comdr. Powell, Hongkong.  
Tweed, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut. Comdr. H. E. Hillman, on the West River.  
Undaunted, 1st class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. A. C. Clarke, en route Amoy.  
Victorious, British battleship, 14,900 tons, 32 guns, 12,000 i.h.p., Captain A. Schomburgk, Hongkong.  
Waterwitch, surveying vessel, 620 tons, Commander W. P. Dawson, Hongkong.  
Whiting, twin screw, torpedo-boat destroyer, 360 tons, 6,000 i.h.p., Lieut. Comdr. E. Kelly, Hongkong.  
Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong.  
Woodcock, British gunboat, 2 guns, 560 h.p., Lieut. Comdr. Watson, on the Yangtze.  
Woodlark, British gunboat, 2 guns, 550 h.p., Lt. Comdr. R. A. Norton, on the Yangtze.  
Torpedo-boats in Reserve Nos. 8 and 29, 35, 37 and 38, first-class; and 3 second-class boats.

Miscellaneous.  
Liberal, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Hongkong.  
Presidente Carniero, Argentine cruiser, 2,850 tons, Capt. J. J. B. de la Haza, Manila.  
Valeryan, Russian cruiser, 3,000 tons, Prince Valdemar, Shanghai.  
Zenta, Austrian cruiser, 2,500 tons, Captain Edward Thoman von Montanar, Swatow.

## FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

## The Russian Squadron.

Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Jakovlev, at Nagasaki.  
Albatross, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Eliskin, at Nagasaki.  
Bogatyr, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dubrovskiy, at Nagasaki.  
Dmitri Donkoy, Russian armoured cruiser, 5,893 tons twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, at Nagasaki.  
Gaidamak, Russian gunboat, 300 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennikoff, at Nagasaki.  
Gremiatzkiy, Russian armoured cruiser, 1,492 tons twin screw 12 guns, 2,000 h.p., Capt. Miklashevsky, at Nagasaki.  
Koryeta, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Sillmann, at Nagasaki.  
Mandjour, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakovlev, at Nagasaki.  
Narvint, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p., Capt. Yenish, at Nagasaki.  
Nayednik, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki.  
Otaavny, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Copranoff, at Nagasaki.  
Russia, Russian armoured cruiser, 12,200 tons, 14 guns, 14,500 h.p., Capt. Domojiroff, at Nagasaki.  
Rozhynskiy, Russian cruiser, 1,330 tons, Capt. Komaroff, Manila.  
Rurik, Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haput, at Nagasaki.  
Silach, Russian gunboat, 4 guns, 1,200 h.p., Capt. Baranoff, at Nagasaki.  
Sisoel Veliky, Russian battleship, 10,000 tons, 14 guns, 8,500 i.h.p., Capt. Mellas, at Nagasaki.  
Stovitch, Russian gunboat, 950 tons, twin screw, 12 guns, 1,200 h.p., Capt. Soublain, at Nagasaki.  
Vladimir Monomach, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomsky, at Nagasaki.  
Voroch, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Nagasaki.  
Vladnik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogulian, at Nagasaki.  
Zabinka, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkruff, at Nagasaki.  
(1st and 2nd class.)  
Forel, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
Jantelich, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.  
Nargen, Russian torpedo boat, 85 tons, 4 guns, 1,200 h.p., 22 knots.  
Novorossiysk, Russian torpedo boat, 87 tons, 4 guns, 2,900 h.p., 22 knots.  
Podorsnik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
Stik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
Skorpion, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
Sotekhina, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.  
Sterlad, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
Straus, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
Sungurt, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

## RUSSIAN TORPEDO FLOTILLA (SEA GOING.)

Forgo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes, 1,100 h.p., speed 21 knots.  
Revil, 1st class, Russian torpedo boat, 96 tons, 3 guns, 4 torp tubes 780 h.p., speed 22 knots.  
Usuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.  
\* Flagship of Vice-Admiral Alexeieff.  
\* Flagship of Rear-Admiral F. V. Dubostoff.  
\* Flagship of Rear-Admiral Roussoff.

## THE FRENCH SQUADRON.

Bengali, 2nd class dispatch-boat, Lt. Comdr. De La Croix de Castries, at Haiphong.  
D'Entrecasteaux, 1st class cruiser, 1,700 tons, 26 guns, 13,500 i.h.p., Capt. de Marolles, at Hongkong.  
Decarier, and class protected cruiser, 4,000 tons, 35 guns 631 i.h.p., Captain Philibert, at Kwang-chow-wan.  
Eure, dispatch-transport, Capt. Valde, at Saigon.

Jean Bart, 1st class cruiser, 4,500 tons, 10 guns, 8,000 i.h.p., Capt. Aubin, at Kwang-chow-wan.  
Keraint, 3rd class cruiser, 1,300 tons, 13 guns, 2,400 i.h.p., Capt. de la Motte du Portail, at Kwang-chow-wan.  
Lion, gunboat, 473 tons, 8 guns, 576 h.p., Capt. Amet, at Kwang-chow-wan.  
Pauillac, and class protected cruiser, 4,000 tons, 35 guns, 9,000 i.h.p., Capt. M. Motet, at Hongkong.  
Surprise, gunboat, 627 tons, 10 guns, 850 i.h.p., Capt. Monet, at Saigon.  
\* Flagship of Vice-Admiral Courtejoles.

## THE GERMAN SQUADRON.

Gefion, German cruiser, 4,200 tons, 25 guns, 9,000 h.p., Capt. Rollmann, at Manila.  
Hansa, German cruiser, 6,400 tons, Capt. Pohl, at Singapore.  
Hertha, German cruiser, 6,000 tons, Capt. S. v. Useedom, Japan.  
Illis, German gunboat, 1,000 tons, 10 guns, 1,600 h.p., Capt. H. H. Lams, Amoy.  
Irene, German cruiser, 4,400 tons, 22 guns, 8,000 h.p., Capt. Stein, Formosa.  
Jaguar, German cruiser, Captain Kindelberg, at Shanghai.  
Katerin Augusta, German cruiser, 6,000 tons, 12 guns, 13,040 i.h.p., Captain Gulich, at Shanghai.  
\* Flagship of Admiral Fritze.

## THE AMERICAN SQUADRON.

Baltimore, Flagship, U.S. cruiser, 4,413 tons, 10 guns, 10,064 h.p., Capt. J. M. Forsyth, Manila.  
Bennington, U.S. gunboat, 1,710 tons, 6 guns, 3,436 h.p., Com. C. H. Arnold, at Manila.  
Brooklyn, Flagship, U.S. cruiser, Admiral Watson, Manila.  
Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut. Benjamin Tappan, at Manila.  
Castine, U.S. gunboat, 1,330 tons, 8 guns, 2,199 h.p., Comdr. S. W. Very, Japan.  
Celle, U.S. supply-ship, 6,428 tons, 1890 h.p., Lieut. Comdr. N. J. K. Patch, at Manila.  
Concord, U.S. gunboat, 1,700 tons, 6 guns, 3,405 h.p., Comdr. S. M. Ackley, at Manila.  
Culgo, U.S. supply-ship, 7,000 tons, 2,350 h.p., Comdr. J. W. Carlin, at Manila.  
Glacier, U.S. supply-ship, Lieut. Comdr. J. B. Briggs, at Manila.  
Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,998 h.p., Comdr. E. K. Moore, at Manila.  
Iris, U.S. distilling ship, 6,100 tons, 1,300 h.p., Lt. Comdr. W. H. Everett, at Hongkong.  
Manila, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut. Comdr. A. P. Nazro, at Manila.  
Monmouth, U.S. double-turret monitor, 4,000 tons, 6 guns, 3,000 h.p., Comdr. John McGowan, at Hongkong.  
Monocacy, U.S. gunboat, 1,370 tons, 6 guns, 2,800 h.p., Com. C. A. Bissell, at Shanghai.  
Monterey, U.S. double-turret monitor, 4,084 tons, 4 guns, 5,244 h.p., Comdr. E. H. C. Leutze, at Manila.

## THE ITALIAN SQUADRON.

Carlo Alberto, Italian cruiser, 7,000 tons, Capt. R. Calh, Shanghai.  
Elba, Italian cruiser, 2,720 tons, Capt. Ceconni, Shanghai.  
Liguria, Italian cruiser, 4,500 tons, Captain Casella, Shanghai.

## JAPANESE MEN-OF-WAR.

Battleships.  
Yashim, 1st class, 12,460 tons, 38 guns, 14,000 h.p., at Kure.  
Fuji, 1st class, 12,450 tons, 38 guns, 14,000 h.p., at Yokosuka.  
Chinyen,